Anti-Collision Device

1921. SHRI GIREESH KUMAR SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Anti Collision Device developed by the Konkan Railway has been sought by several countries;

(b) if so, whether it is also a fact that RDSO has still not given the final certification;

(c) whether it is also a fact that in absence of such certification, the country would loose out on marketing the device to other interested countries; and

(d) what steps are being taken to expedite the clearance procedure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Although, Anti Collision Device (ACD) is still in the stage of development and evaluation, it has been sought by Railways of a few countries.

(b) Yes, Sir. Being a system for improving Safety, the system was subjected to Site Acceptance Test (SAT) in August, 2005 jointly by representatives of Northeast Frontier Railway (NFR); Research, Designs & Standards Organisation (RDSO) and Konkan Railway Corporation Limited (KRCL). Deficiencies noticed are under rectification by KRCL. Based on Operating and Safety considerations, Indian Railways have, in June 2006, suggested minor modifications in respect of Phase I of NFR project and also suggested additional requirments for Phase II of the project. Further, to facilitate a proper performance evaluation, more number of locomotives in NFR are under fitment of ACD device. The modification/additional fitment on NFR for Phase I are in progress. RDSO is associated with this and will take up final certification when these works are completed.

(c) No, Sir. RDSO certification is not sufficient for system to be acceptable on any other foreign railway as every Railway has its own procedure of certification of Safety Systems. Further, the question of marketing comes only when the product is developed to meet the particular Railway's Safety and Operation requirements and rules.

(d) SAT was conducted on NFR and KRCL has been advised to rectify the deficiencies observed during SAT and also carry out the additional work/minor modifications. At the same time, KRCL have also been advised to ensure transfer of design details to Indian Railways and development of additional independent vendors to ensure long-term maintainability of the system/competitive rates. On resolution of these issues, it is proposed to undertake performance evaluation by a Multi -Disciplinary Team including experts from RDSO.

Filling up the Backlog vacancies

1922. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Hon'ble Prime Minister had instructed to fill up backlog of vacancies on or before December, 2005;

(b) the reasons why there is large backlog of vacancies in promotion of SC and ST; categories; and

(c) why regular D.P.C. are not conducted by the Railway Board?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The Hon'ble Prime Minister re-iterated Govt.'s commitment to fill up at least 80% of the backlog vacancies of Scheduled Castes and Scheduled Tribes by December, 2005, which were identified to be filled up through Special Recruitment/Promotion Drive launched in 2004, in pursuance of Government's Common Minimum Programme. Further, on a subsequent review of progress in filling of backlog vacancies, the target date has been extended up to September, 2006.

(b) The accrual and filling up of vacancies in promotion categories is a continuous process. However, large number of backlog vacancies of Scheduled Castes and Scheduled Tribes (STs) are due to (i) non-availability of candidates specially STs in feeder grades and there being no recruitment in the previous years in Group 'D' posts (ii) man power planning and bifurcation of few Railways to new Zonal Railways, excess operation/ redeployment of surplus staff/shrinkage of cadres/categories where intake is not desirable; (iii) non-availability of suitable candidates in technical and